

The City Council of the City of Titusville, Florida met in regular session in the Council Chamber of City Hall, 555 South Washington Avenue, Titusville, Florida 32796, on Tuesday, May 26, 2026. Mayor Connors called the City Council meeting to order at 5:30 p.m. Present were Mayor Andrew Connors, Vice-Mayor Herman A. Cole, Jr., Col USAF Retired, and City Council Members Jo Lynn Nelson, Megan Moscoso, and Dr. Sarah Stoeckel. Also present were City Manager Thomas Abbate, City Attorney Andriene Treasure, and City Clerk Wanda Wells.

Pre-recorded procedures for public comment, participation, and orderly conduct were played for all individuals that were in attendance or watching the meeting. Mayor Connors requested a moment of silence. He then led those present in the *Pledge of Allegiance to the Flag*.

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SPECIAL RECOGNITIONS & PRESENTATIONS

Titusville Police Department - School Zone Cameras Update Presentation - No action was requested. Titusville Police Department Major Jeremy Gonzalez and Deputy Chief of Operations Chief Tyler Wright highlighted a substantive amount of information from a presentation and data. Some qualitative information reviewed included:

- Flock cameras were not related. These were separate from school zone cameras (to clarify the misconception)
- 60-Day automated school zone enforcement warning campaign and resulting data
- Florida Department of Transportation (FDOT) safety data that ranked serious or fatal vehicle crashes. Titusville ranked 3rd out of 105 (poor ranking). This was part of the rationale for the school zone cameras
- Times during the day when reduced speed limits were imposed in school zones
- Professional research and evidence on the best ways to save lives in law enforcement, like other professions that used research and evidence to improve outcomes
- Changing people's behavior was the goal, not issuing citations
- *Operative conditioning* meaning something needed to be at stake for people's behavior to change
- State law allowed police to issue a citation for doing 1 mph over the speed limit in a school zone
- During the warning campaign (period), 16,000 events were triggered or occurred, meaning that there were 16,000 instances where drivers went 11 mph (more than 10 mph) or more over the speed limit in school zones in the City
- The most violations were associated with three or four schools
- Misinformation on social media

- Misinformation the cameras were being operated on weekends. An instance where an individual used artificial intelligence (A.I.) to create a fake citation that was posted on social media, which was also labeled as being created by A.I. and verified by the Police Department from the data or operating equipment was not issued from the City's school zone camera system

Council discussion ensued with staff on the following:

- Seven school zone cameras were presently installed
- In fall 2026, additional schools were estimated to join the program once they received their permitting (involving the FDOT), some of which included South Lake Elementary, Apollo Elementary, Oak Park, Madison, Imperial, etc.
- All new school zone camera locations would undergo a 60-day warning period
- Preparing and informing the community for the start of the new school year in August 2026
- Signage improvements to ensure the speed limit was clear and posted in the school zones
- Appeal process if an individual felt they were cited incorrectly
- The timeline and procedures that occurred at the onset of when a ticket was issued
- Having blinking lights and signage to draw attention and warn drivers to slow down and warn them they were entering a school zone and/or with cameras
- Launch date for live implementation
- The revenue disbursement structure and taking into consideration summer months
- Monthly cost to lease a camera was \$3,500 per camera
- The camera vendor customized a lease structure solely for Titusville
- Revenue disbursement of monies generated by the cameras and overcoming misconceptions having cameras was a "money grab" by the City. This discussion included:
 - Some revenue was reinvested back into the community via public safety initiatives, which might include technology or programs
 - Revenue received by the City could not be used for salaries
 - Some went to the school district to improve safety, such as walkways, etc.
 - Some funding went toward the recruitment and retention of crossing guards that was a difficult position to keep filled based on the required hours of work
 - The majority of the revenue went to the State of Florida
 - There were an estimated 300 events per day, which was mentioned to point out how having the cameras was financially cost effective
 - The City received \$60 from one (1) event and this revenue stayed local and was reinvested in the community
 - In comparison, a normal *uniform traffic citation (UTC)* for other types of traffic violations was broken down into approximately 16 categories to where the funding was disbursed, but none of which came back to the City (did not stay local)
 - If an individual did not pay a *school zone citation* issued to them, the matter became a *uniform traffic citation (UTC)* that attached itself to the vehicle's registration and which the registration could not be renewed, until the UTC was paid
- Statistics were not recorded yet on how many citations were given "when there were blinking lights" versus "the regular school day". The Police Department staff understood

the question asked by a Councilmember and advised this data could be obtained moving forward

- By observation, the indication was more citations were issued during the school day than the blinking light times
- The law had not changed; it was still illegal to speed as before. Having cameras would hold people more accountable than the ability for one police officer to stop all speeders
- Cameras would be off during summer, only because speed limits for the three locations where active summer school was held (Titusville High, St. Teresa Catholic School, and Imperial) can not be enforced. It was noted during the presentation that some schools, like Titusville High School, were located along a U.S. Highway 1 and the City could not enforce reduced speed limits in front of this school but could only suggest reduced speed limits in front of the school.

Mayor Connors thanked staff for the presentation.

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Environmental Regulations for New Development - No action was requested. Community Development Engineer Kwabena “K.B”. Ofosu, joined by Sustainability Program Coordinator Lily Galleo, gave a presentation on the stormwater permitting process. Information highlighted during the presentation included:

- Stormwater predevelopment for undeveloped site
- Stormwater management---a broad area of focus on water *quality* and *quantity*
- Stormwater permitting and legal requirements via *Florida Administrative Code 62-330.301* and *Senate Bill 7040*
- Titusville upheld additional regulations for *pre* versus *post* stormwater runoff
- Storm event categories – *recurrence interval* measurement methodology (years and duration (hours): return period. Using the rainfall event of October 26, 2025, as an example where 12-inches of rain fell in 6 hours (unprecedented)
- The Federal Emergency Management Agency (FEMA) recommended the City use *probabilities*, not the *recurrence interval*
- Using a chart (atlas) published by the National Oceanic and Atmospheric Administration (NOAA) to identify the probability of an event. This method reiterated the rainfall event of October 26, 2025, where 12-inches of rain fell in 6 hours, went beyond anticipated probability estimates on the NOAA Atlas
- Post development site for improved site with stormwater management infrastructure
- Stormwater design criteria and which follow the *no adverse impact rule(s)* and with additional regulations in the City’s Codes, as shown and discussed in the presentation
- Standard tools or software applications used by stormwater engineers in all municipalities, some including the *PONDS 3.3 Application Suite*, *Hydro-CAD*, or multiple software’s to generate stormwater calculations, etc., especially for more complex development projects
- For non-standard shapes and calculations, the software *StormWise* was used

- Water quality to analyze nutrients, Florida Department of Environmental Protection (FDEP) data was used. The standard programming tool developed by University of Central Florida and used statewide
- Typical project where all tools or information came together (example), as discussed and presented in detail, using a visual example slide for
 - Proposed stormwater management system
 - Geographical report
 - Topography
 - Land Use
 - Hydrology
 - Water quantity calculations: curve numbers, treatment volume, routing and attenuation, recovery
- Nutrient loading calculations
- Results and certification process and requirements

Council discussion ensued with staff on the following:

- Whether the City's stormwater standards were built to the 100-year storm event standard or the 25-year storm standard
- For a project that proposed to discharge to a public maintained stormwater system (legally positive outfall), then the 25-year storm event governed; however, if the project was unable to do this, then the 100-year storm event governed
- There were Code provisions that indicated that if there were known conditions for flooding upstream or downstream, then the project must also be designed for the 100-year storm event. This was above and beyond any requirements of the St. Johns River Water Management District (SJRWMD), etc.
- Every applicant was required to maintain their system. It was part of the permit. If they did not, it became a Code Enforcement issue. This topic was discussed when a Councilmember asked about debris clogging storm drains, etc., that could impact the optimal, approved, functioning and operation of a project stormwater system that passed and was acceptable to Codes, etc. Projects must stay in compliance and maintain their stormwater systems. This was part of the permit requirements
- In 2026, the State Legislature adopted rules that require projects to provide their maintenance plans, have enough funds to maintain their stormwater systems moving forward, etc.
- Specifically, it was indicated the requirements were on the property owner. In some instances, this could be a Homeowner Association (HOA)
- Based on the historic rainfall event in October 2025, whether the City needed to strengthen its codes. It seemed like weather was getting worse. Staff were not aware of any other city that was designing stormwater requirements to the magnitude of the October 2025 rainfall event
- Staff was working on the Low Impact Development (LID) program, where there would be more infiltration of stormwater before it reached the public maintained stormwater system and significantly reducing the runoff potential

- Whether to make some regulations mandatory

Mayor Connors thanked staff.

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Site Plan and Permitting Status - No action was requested. Community Development Director Brad Parrish, joined by Deputy Community Development Director Mandy Lamothe, gave a verbal overview on the status of the City's site plan and building permit review timeframes. The information highlighted included:

- Update from Council's request in 2025 on recommendations to improve the site plan review process. In 2025, the average time staff needed to review a site plan was approximately 50 days
- On average at present, staff needs 30 days to complete the site plan process for a project
- Using artificial intelligence (A.I.) and partnering with *SwiftGov* for the past year and a half
- It took a substantive amount of staff time at the beginning to work with *SwiftGov* to organize checklists, in order for the A.I. to thoroughly process site plans and permits against the City's Code requirements
- Staff felt it was worth the substantive amount of time it initially took to create the framework for which *SwiftGov* would do its work
- Page 29 of the Council agenda packet used for example and discussion, flagging issues that may be further refined, etc.
- Page 37 of the agenda packet and major findings to discuss areas of improvement were sidewalks and driveways, which might require better communication with applicants and developers, and more review would be given to this thought concept
- Reducing the number of comments was the goal
- 45 various site plans were tested in *SwiftGov*. The major comment flagged was photometric plans, information missing on cover sheets, and it was easier for the review when an applicant matched the structure of the items required on the cover sheet
- Other findings from testing the A.I. related to storm water, landscaping, etc.
- Conflicts that may be in the City's Codes to ensure consistency
- Staff desired continuing to use or work with *SwiftGov* technology, as they had detected benefits, as it was related to the amount of review time when staff conducted the review and then tested the A.I. on its review time and to see what comments the A.I. generated, etc. The amount of time saved by using A.I. was approximately one-third to one-half
- Planning colleagues in other jurisdictions and their use of A.I., including Hernando County
- Applicants covering costs to pay for the City's use of the A.I. (*SwiftGov*)

Council discussion ensued with staff on the following:

- Whether the A.I. generated comments after review of site plans and staff checking behind the A.I. for any items it may have missed, which was yes. The need for human involvement would not be removed entirely, as discussed

- Did the A.I. generate an estimate for how many areas of the City's Codes where there were conflicts. There were technical tweaks on technical standards. An ordinance would be required to make corrections. The inconsistencies were not significant

Mayor Connors thanked staff.

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PETITIONS AND REQUESTS FROM THE PUBLIC PRESENT (NON-AGENDA ITEMS) –

Elizabeth Parker commented on concerns for stormwater calculations and her estimate that many present-day rain events fell into the 100-year and 500-year stormwater events. For this reason, the City should be planning for this seemingly new trend and more frequent and heavier rainfall events. About post development, she questioned how water was being treated before reaching the receiving water bodies.

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Toni Shifalo commented on concerns for school zone cameras, why other cities that tried them were now getting rid of them, seeing a patrol car physically in a school zone would impact her behavior and cause her to slow down more than getting a citation in the mail weeks afterward, etc. Ms. Shifalo also felt nobody used sidewalks. She made this comment in response to information discussed under the site plan and permitting status discussion.

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Stan Johnston commented on concerns for drainage culverts under Interstate 95, which he advised were not functioning and subsequently did not keep the order of positive legal outfall of stormwater functioning. This was why flooding was an issue in the City. Altogether, there were six water passages between Fox Lake Road and State Road 50. He had photos of four of them and they were not working. Mr. Johnston further felt this was breaking the law.

Member Nelson and staff discussed her questions about who was responsible for the drainage pipes or stormwater drainage infrastructure located under Interstate 95. This infrastructure belonged to the State of Florida, who was responsible for maintaining the drainage pipes. Staff advised the State should have a program for inspection and maintenance of its infrastructure. Revenue received from City taxpayers did not require the City to maintain the State's infrastructure. Staff also could not answer on behalf of the State about completing these responsibilities, but City staff could reach out to the State office that oversaw these responsibilities to discuss these concerns and questions with the State.

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With no further business to discuss, the meeting adjourned at 7:00 p.m.

Andrew Connors, Mayor

ATTEST:

Wanda F. Wells, City Clerk